carried Comte to the hut on the Grands-Mu-lets, and then made a wonderfully quick de-scent to Chamounix, and men went up and rescued the injured guide.

NOVEL CRAFT DESIGNED BY THE NEW MODEL BARGE BUILDERS.

Cabins and Statercoms to Be Erected on a Deck Supported Righ Above a Whale-back Hull-As to Her Speed and Safety. A coming sensation among seafaring folks is the whaleback passenger ship. People who know anything about ships and have read what THE SUN and other papers have said in describing the whaleback cargo carriers recently, will agree that a whaleback passenger carrier is something to astonish the South street barnacles, and perhaps to excite the ridicule of the owners of ordinary passenger

ships. The proposition is to build a ship to

compete with the famous Liverpool packets

like the City of Paris, the Majestic, and the

Toutonic, with their five-day records between

single step to the designing of a whalaback passenger boat. By extending the system of turrets from the atern to the bow and laying a steel platform over all that shall be supported on its outboard edges by a row of steel pillara, and then building a two story house fore and aft on this platform, the thing is done.

It shoult be said that the American Steel Barge Company who own the whaleback patents, have not yet completed the details of their passenger steamer, but this is in general the plan.

Naturally some changes would be made in the whaleback cargo ship besides those noted. For a passenger ship very much larger and heavier engines would be needed, and the stoke hole and engine from would be placed amidships. Twin acrews would be needed—possibly three would be used. But on the whole the difference between a cargo whaleback and a passenger whaleback would not be so very great. The hull would lie low in the water. The turrets and pillars would rise up at intervals leaving such wide spaces that even the heaviert sea sweeping along would pass over the hull practically unimpeded. To the passenger leaning over the rail it would seem as if he were on a platform standing on stilts rising out of the sea, a

A RIVER STEAMER.

WILL HE FIND SYMMES'S HOLE?

The Son of the Original Symmes Thinks From the Courier-Journal, In your paper of the 5th inst. I find quite a long piece about Lieut. Peary and fears that he may be lost. I presume the piece was written by Mr. Helprin. He says: "From start to finish the expedition was based upon misconception." I know it was not, for I corresponded

with the Lieutenant, and know that he was

right in all his "conceptions," except the

idea of spending the winter in Greenland

instead of pushing on north and following the wild animals that leave that country every fall

and go to a warm country to spend the winter. He should now, in the middle of September, be

wild animals that leave that country every fall and go to a warm country to spend the winter. He should now, in the middle of September, be following these animals, and would by so doing avoid the rigor of a winter in Greenland. But he is prepared for the winter, and will go on next spring.

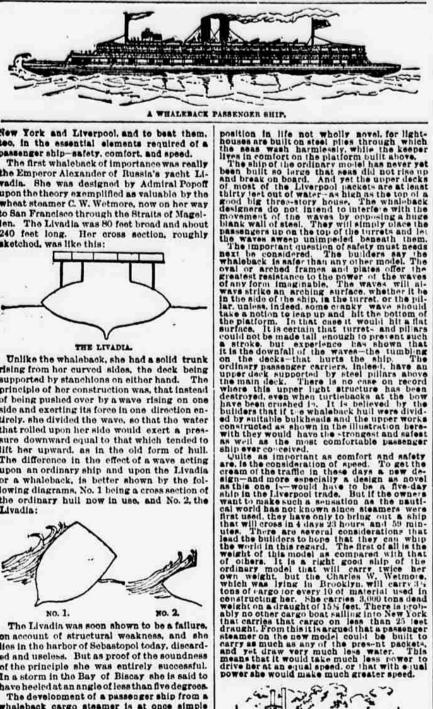
Again he says "some scientists think (what do they know about it?) that Greenland extends 80 degrees north." Dama science, say I, for it has no business up there, and has been the means of rendering futile all the efforts that have ever been made, where millions of dollars and many valuable lives have been lost in northern explorations, and has never proven anything in aid of the Newtonian theory. But for that "science" some of those explorers would have gone on and have proved the Symmes theory true to the life long ags. But just as soon as the Symmes theory began to be developed and the explorers got into a warm country, with no more ice in their way, and all signs of the Newtonian idea lost to theory, they turn around and come back home. Peary will not let science stop him. He is determined to see and find the country that those animals go to, for he says "where they go he can certainly follow."

Lieut. Peary's idea is the same that my father advocated in his petition to Congress in 1824, when he asked for a vessel to land him and his men in Greenland, and then he would go on foot and follow the wild animals, and would certainly find a new country—a new world that would be warm and genial, that he intended to call "Symmesonia." All this fear about Lieut. Peary was made by this "level-headed eus," who feared Peary did not know how he was to get back. He did not seem to know that all the currents up there run south, and all they had to do was to get in their small boats, with which Peary was provided, and get on the ice and floated back until picked up by a vessel in search of whales and seals.

He also says "a woman being in the party adds to its difficulties." She I have no doubt, will have to assume command, as her husb

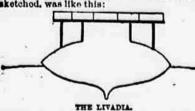
For she must have loved him dearer far Than night flower loves her beauteous star, For him alone her bosom glows With a fond love no limit knows; I must be measureless—pure and true As you arched vault of Heaven's own blue.

AMERICUS STREET



New York and Liverpool, and to beat them, teo, in the essential elements required of a passenger ship—safety, comfort, and speed.
The first whaleback of importance was really

the Emperor Alexander of Russia's vacht Li-She was designed by Admiral Popoff upon the theory exemplified as valuable by the neat steamer C. W. Wetmore, now on her way to San Francisco through the Straits of Magellen. The Livadia was 80 feet broad and about 240 feet long. Her cross section, roughly sketched, was like this:

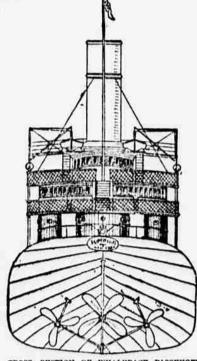


Unlike the whaleback, she had a solid trunk rising from her curved sides, the deck being supported by stanchions on either hand. The principle of her construction was, that instead being pushed over by a wave rising on one side and exerting its force in one direction en-tirely, she divided the wave, so that the water that rolled upon her side would exert a pres-sure downward equal to that which tended to lift her upward, as in the old form of hull. The difference in the effect of a wave acting upon an ordinary ship and upon the Livadia or a whaleback, is better shown by the following diagrams. No. 1 being a cross section of the ordinary hull now in use, and No. 2, the Livadia:



The Livadia was soon shown to be a failure. on account of structural weakness, and she lies in the harbor of Sebastopol today, discarded and useless. But as proof of the soundness of the principle she was entirely successful. In a storm in the Bay of Biscay she is said to have heeled at an angle of less than five degrees.

The development of a passenger ship from a whaleback cargo steamer is at once simple and interesting. The whaleback idea begins rith a flat bottomed hull, having pretty sharp bilges and rounding up in the familiar form of a cigar at both ends. Above the water line the sides tumble home, to use a very old nautical expression, till they meet amidships. They round in in a graceful curve, that is, and leave a flat dock amidships that is perhaps half as wide as the breadth of the ship. In the cargocarrying hull are two bulkheads only. The forward one is the collision bulkhead, and between it and the bow is found room for the forecastle, the chain lockers, &c., while a steam windless for getting up anchors is located in a steel turret on deck. Through this turret access is had to the hold forward of the collision bulkhead. On top is the tiller wheel.



CROSS SECTION OF WHALEBACK PASSENGER

The after bulkhead shuts in a sufficient por tion of the stern to hold the machinery and the coal bunkers. Between the two bulkheads through patent hatches, which are hermetically sealed. Above this after compartment are three turrets. The forward one protects the hole. The next aft encloses the upper part of the engines, while the one clear aft holds the companionway leading to the engine room. A simple inspection of one of these steamers shows at once that in a seaway the waves would sweep right across the realed-up hull, and that it would not make any difference with the cargo or the crew if they did.

The question of finding quarters for the officers has next to be considered. It won't do to put them in the forward hold or in the engine room. The Yankee skipper is a gentleman and would scarce be content in a turret built on the deck, as the three after turrets are built. So the designer laid a platform over the top of the three after turrets and extended it on athwartships as far as the curve of his rounded deck. The outer edge of the platform he supported by steel piliars. Then he placed a near rail around it and built a house on it, which he divided into state rooms a dining room, chart room, &c., forming the lagitest, airiest quarters anywhere.

It is not unlikely that this location of the officers' quarters was suggested by the form of construction followed in American river steamers. In these there is a flat built, on the deck of which a large part of the cargo is carried, and where engines and bollers are placed. There is no room in the hull or on this deck for quarters for any one, but by building a deck like an awning over all, supported by rows of piliars, space is found not only for the officers but for a grant saloon and staterooms for passengers. The light and sirp quarters which passengers on the American river and smooth water steamers enjoy are in marked contrast with the close, dark, aturity little rooms, lighted and aired by round portholes the size of a sitk hat, to be found below decks on even the best of Liverbool packets—portholes that must be closed daily when decks are washed and whenever the weather is a little bad.

From the building of officers' quarters over the turrets on the wheleback cargo boat, and aconsideration of the passenger accomm hole. The next aft encloses the upper part of the engines, while the one clear aft holds the

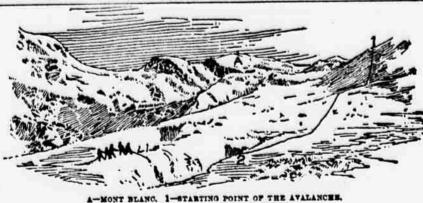
TWO KILLED ON MONT BLANC.

A TOURIST AND HIS GUIDE HIT BY

AN AVALANCHE.

Enseked Into a Crevasse which Their Comrades Narrowly Escaped Their Hesties Recovered 156 Feet Helew.

Disasters on Mont Blanc are not frequent, but this year it has shared in the tragedies which have been, unfortunately, rather numerous in the Alps within the past two or three years. On Aug. 21 last an accident occurred not a great way from the summit of the mountain which cost two men their lives and involved a large party in imminent peril. Two parties, each consisting of one traveller and two guides, and one of them having a porter also, were attempting to make the summit from the Grands-Mulets by the Grand Plateau, a route which is free from danger in good weather, but is not the way most frequently taken. Both parties slept at the



2-WHERE THE ACCIDENT OCCURRED

Grands-Mulets en Wednesday night, Aug. 19. during which it blew so hard that it was doubtful if the expedition could go on. The gale mo lerated toward morning, and they advanced independently, but both reached the hut erected last year by Mr. Ballot, on the rocks of the Bosses du Dromadaire, which is about an hour and a half below the top of Mont Blanc. The weather became worse again, and on Thursday the travellers waited all day in the hope that it would improve sufficiently to permit an attack on the final peak. On Friday morning, however, it was decided that the ascent must be abandoned, and the tourists made up their minds to descend without further delay. Four workmen, engaged in the task of discovering a suitable place on which task of discovering a suitable place on which to erect the proposed observatory which Mr. Jansen desires to establish on the summit also occupied the hut, and as the weather prevented them from working they desired to go down to Chamounix, and obtained leave to join the party. The cleven persons were rosed together for greater security in the high wind and got down nearly to the Petit Plateau which is about an hour from the Grands-Mulsta.

Mulets.

Hers they were struck by an avalanche from
the Dome du Gouter. The last two members
of the party were Mr. Hermann Roths, a German, and Michel Simond, his guide. They received the full force of the avalanche and
were knocked into a crevasse and killed. The
overwhelmed, and one of them. Armand
comte, was baily injured. Those who were
least hurt extricated their comrades. They

spot the party drew the body slowly along the snow slopes to the hut on the Grands-Muleta. Where they rested for the night.

Next day the party discovered the body of Michel Simond, the guide, several feet lower dewn in the crevasse. His hands still grashed the fatal rope, whose loose coils were wound around his wrist exactly as they had been at the moment of the catasirophe, showing that death must have been instantaneous. Both hodies were borne to the house of Simond's young widow at Chamounix.

The persons engaged in this unfortunate expedition did not commit any imprudence, except nerhans in rooting so large a party as eleven together. Two parties, one of five and the other of six, would probably have been a better arrangement. The last season has been more or less uniavorable for climbers in the Aips. There has been a good deal of bad weather, and the penalty of going on in the testh of really bad weather is always severe, and may take the form of a terrible disaster. It is on such an occasion that the difference between good and bad guides is conspicuous. A good guide will may no attention to the eagerness of his employer to go beyond the point where a reveat is sill possible. Inferior guides and guides who are able, but rash, may know that there is danger, but sometimes disregard it. It was thus flat the terrible accident occurred on Mont Blane at the beginning of Sentember, 1870, when eleven persons lost their lives. The party ought not to have been on the mountain at all in the weather then prevailing, particularly as the three tourists in the company were inexperienced. They were caught on the summit by a gale and a snowstorm which lasted several days, and perished from cold and hunger. Good guides would not have taken such a party up except in aeticled weather, and the weather had been bad for some weeks.

NINE IDLE STEAMBOATS. The Reason Why They Have Nothing to do in this Busy Port.

Opposite Twenty-second street, South Brooklyn, at the end of a point of land which juts out

from the foot of Court street, are tied nine side-wheel steamboats. They are clustered between and around two wharves where little goes on except occasional repairing of disabled ships. From the fact that no workman is ever seen upon them it is evident at a glance that the necessity which keeps them there while every other steamboat in the harbor is more than busy is not one which can be remedied with oakum and shipbuilder's tools. It is an out of the way place, visible only from a few anchorages for yachts, and all who have seen those nine idle steamboats have wondered why they were there. From their silent.

the Schuyler Steam Towboat Company, once a great corporation. Their business was to tow from Albany to New York the canal boats which brought grain from the West to find an export market in New York city. They are tied up by the Sheriff, and held to satisfy the claims of creditors.

Two of these boats, the Ningara and America, were built many years ago, when most of the Western grain products came eastward over the canal. The railroads were not then the mighty carriers that they now are. These boats proved successful and the company added others. They bought powerful passenger steamers for the traffic, and in course of time had a towing fleet of thirteen sidewheel steamboats besides numerous tugs. Other lines were formed, notably Ronan's, and for years the towing of the canal boat fleets from Albany to the sea was a lucrative business.

Then the railroads took a hand. Competition from the West brought about low freights, and the amount of business done made low freights profitable. The canal business is not what it was once.



motionless decks the loiterer can look out into the bay and see hundreds of overcrowded steamboats hurrying back and forth from the city, burdened with passenger and cargo.

Among other features of the whaleback model that would make them distinctive would be the complete separation of the steerage from the cabin passengers. They would live in the hull and take their siring on the deck below the platform in pleasant weather. Nor would this be a hardship, if one may judge by the experience of the Vestmore, for she was not swent by the seas even in moderately rough weather. The rounded model proved very easy—so easy, in fact, that when the hatches were removed in Liverpool the tracks made in the grain by the trimmers in Montreal were still unobliterated. Only in the roughest weather would it be necessary to hatten down the hatches on this half-submerged hull, and for that matter, people must stay below on the ordinary ships in the roughest weather. The question of nofit is one for owners. In this the natural conservatism of the sea traveller that would keep him on the old model would have to be considered. So, too, would the timidity of new travellers. It would be somewhat terrifying to look over the rail and see one's floor resting on stills rising from the sea. On the other hand the novelty of the craft would advertise it and attract traffic. The speed, if she should develop it, would add to the traffic, while the unquestioned comfort of such quariers would be the last needed consideration to keep her staterooms full. The steamboats are all of good size. Several of them are over 300 feet in length. They are white, with long hulls, suggestive of speed. They would look exactly like excursion steamers were it not that they lack passenger decks ers were it not that they lack passenger decks and railings. They are a ghostly group, such as might more appropriately be found in a port whose trade was a tradition than in one which regulated the heart throbs of a nation's commerce. As a fact they are a monument, but not to the past glories of a seaport's trade. They are a monument to a great inland water traffic which is yielding to the competition of the railroads.

The nine steamboats are the property of

Schuyler line had a hard time to pay expenses. There was a large European grain crop, and comparatively little American grain was exported. The bulk of the overland shipments was done by rail, and the company found itself in difficulties at the end of the season. This spring freights were down so low that the canal men could not afford to do business, and that was an additional blow to the towing companies. The grain that came East came chiefly by rail. In June the Schuyler company could stand it no longer, and applied to have a receiver appointed. Before this was accomplished, however, the numerous creditors levied on the property, and that is why the nine white steamboats are tied lidly to a pier in a port fairly humming with activity.

For the first month a great deal of grain has been shipped abroad, and not only are the railroads overtaxed, but the towing companies still in the field have their hands full. But the nine white steamboats are powerless.

LYING ABOUT AFRICA.

A few weeks ago the Mouvement Géographique published a supplement to its regular edition ontaining two remarkable stories from Africa. The stories were printed in big type, double leaded, and with startling head lines. One of them was that Emin Pasha had returned to his old province and utterly routed the Mahdists, had captured an enormous amount of ivery, had reestablished his government, and was again in high feather in the equatorial prov-ince. The story was told with much circumstantiality. The other report was equally sen-

Geographer Wanters Calls Attention to the

sational, and the scene of it was located near

stantiality. The other report was equally sensational, and the scene of it was located near the head waters of the Congo.

The story about Emin fell at once into the hands of news agents, and it was cabled all over the world. The Sun printed it with an expression of opinion that it was spurious, giving some reasons why the story was evidently a heax. If the news agents had taken the trouble to look in the main sheet of Mourment Géographique they would have seen hidden away in a corner a brief announcement that the two stories in the supplement were made out of whole cloth. Mr. Wauters, the editor, said he wished to show the persons who habitually conceet lies about African matters that the could put lies in circulation as easily as themselves. He was tired of devoting so much space to the contradiction of ridiculous falsehoods, and thought he would take a hand in the main game.

He said that yarns about Africa get currency because no contradiction from Africa can be obtained for several months. If plausible stories are invented, it is easy to deceive the public for many weeks. A story he felt called upon to contradict in the same issue of his newspaper was a yarn of Portuguese origin to the effect that the natives had captured Stanley Falls, a story which proved to be a canard. There are a few people and newspapers who for one reason or another are hostile to various enterprises in Africa and who seldom let a week pass without putting some lie on the news market. The Suv has caught a good many of these falsehoods on the wing and has given them their quietus as far as this country is concerned. Often the originators of these fables are very poorly posted in African affairs, and their ridiculous statements show at once that the alleged news is a faisehood conoceted by some one who is not skilled in the art of lying about Africa.

From he Philadelphia Record.

CENTREVILLE, Md., Sept. 20.—A dog helonging to Capt. William A. Parks of Holland's Island, Md., ran against a string that was tied to a loaded gun in a watermelon patch for thieves' reception, and killed another dog.

HIS DIGNITY INTACT. Mr. Marshmallow Quite Equal to the Ext. geneles of a Trying Occasion.

Mr. Marshmallow Quite Equal to the Exigencies of a Trying Occasion.

From the Chicago Sunday Tribune.

He was no longer young. Time had not bent his form nor sapped his physical energies, but had had its hand gently on his head, silvering a thread here and there, and had touched with kindly fingers his brow, cheek, and temple, leaving faint yet indelible traces of the caress. In the firm, even tones of his voice there was no suggestion of failing powers. His eye was not dim nor his natural force abated.

"It is true, Miss Mildred," he said, "that there is some disparity in our ages, but that is a peculiarity that will become less noticeable as the years roil by. Call to mind the cases within your own knowledge, Miss Mildred," he continued, leisurely uncrossing his legs and crossing them again inversely, "in which the husband is about the same age as his wife, but looks a dozen years younger. The tendency of the humdrum home life is to make the wife become aged more rapidly, while the husband, on account of his inevitable connection with the busy world, retains his freshness for a much longer period."

"That is a strange argument for a man to use, Mr. Marshmallow —"

"Beg pardon. Miss Mildred, but no argument is a strange argument for a man to use who is pleading his suit at the court of beauty."

And Mr. Marshmallow smoothed out a crease in his coat sleeve and looked smillingly at the young lady.

"But —"

"But let me say, Mr. Marshmallow—"

"But let me say, Mr. Marshmallow—"

"Don't be hasty, Miss Mildred, I beg of you. Remember I am offering you my hand and heart, and that I fully mean what I say."

"Understand you, sir," replied the proud young girl, with something like a shiver," and I respectfully decline."

"What"

Mr. Marshmallow was both surprised and indignant.

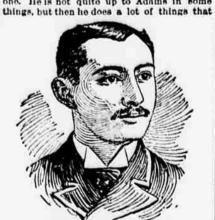
"It mostible I have heard you aright. Miss Mildred? The asked.

"What!"
Mr. Marshmallow was both surprised and indignant.
"Is it possible I have heard you aright. Mas Mildred?" he asked.
"It is, sir. I do not know of any reason I have ever given you to suppose I would listen to a proposal of marriage from you."
"And you refuse?"
"I do, sir, emphatically. Further than that, sir, you will permit me to say I consider you presumptuons and forward to an unpardonable degree."
Mr. Marshmallow slowly uncrossed his legarose to his feet, drew himself up to his full height, took his hat, cane, and gloves, and with the manner of a man deeply injured, but personally superior to misfortune, he said to the young woman as he made his way with unruffled dignity to the door:
"It grieves me beyond measure, Miss Mildred, to hear you speak in this disrespectful way to a man old enough to be your grand-

MAGIC ART IN BILLIARDS.

DONE WITH EXPERT FINGERS. The Ivories Cut Figures, Twist Like Snakes, Spin Like Tops, Shoot Along the Rail, Jump Into the Air, and Cut Up Other Monkey Shines-A Young Columbus Man Works the Spell Upon Them.

A short, dark man, quiet mannered and ministerial in attire, sauntered into Tim Flynn's billiard saloon in Nassau street the other afternoon. He had corns on the sides of both thumbs. He rubbed some chalk on the corns, and, nodding to Tim, began to juggle with four ivery balls in a bewildering fashion. The man with corns on his thumbs was Max Mayer, a Columbus, Ohio, youngster, who has introduced into billiards just what billiards most need, and that is novelty. We have had men who can chalk their noses and play billiards with them, and men who juggle with the cues, and we have had Yank Adams, who stretched the eyes of billiard lovers wide open with amazement by his witcheraft with the ivories The Columbus young man doubles up on all of them, as it were, for he does with both hands with equal case what Adams can only do with one. He is not quite up to Adams in some



THE TOUNG COLUMBUS MAN.

the older expert doesn't attempt, so that the chances are that there would be a red-hot sort of a time if the two should chance to come

Finger billiards are wondrous things to watch, and when well executed they puzzle the wits of all but experts to explain the startling effects that the player works. The mystery is that with the hand the player can get so much better hold on the ball than with the cue that he can impart tremendous "English" to the ivery globes. It is this "English" that works all the unique effects of fancy billiards. Mayer's ambidexterity at finger billiards imparts exceptional interest to his doings with the shining ivories. He is 27 years old, and has been playing billiards for eight years

Now, he says, he has got a choice collection of some 500 fancy shots, enough to keep people in a state of prolonged astonishment for two hours. He had been playing before a club of wheelmen, and his thumb was a little sore when he got Tim Flynn down in his private parlor to show him a pretty thing or two. He grabbed two balls, one in each hand, and imcently in New York city. The new edifice is to be a memorial to the Rev. John Goldsmith.

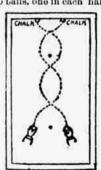
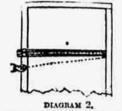


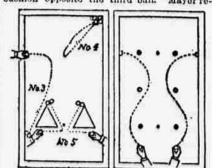
DIAGRAM 1.

parting left-hand "English" to one, and right hand to the ether, shot them out on the cloth. They cut the fleure eight in a swift and graceful gyration. It was a shot that Mayer claims a lead-pipe einch on. He says he is the only player who makes it.

He lifted two cues from the rack and placed them close together crosswise on the table so that the tips rested on the bed against the left side cushion, and the handles rested on the top of the right rail. They formed a sert of gutter. Mayer held two balls upon the extreme end of the cue handles and shot a cue ball across the table with strong "English." It jumped from the table upon the cues (diagram 2) and darted up hill along their entire length and carronned on the two ivories that he held in his hand. It was a simple trick shot, but pretty to watch. He displayed some of the eccentric influence of "English" upon the ivories directly afterward. Two balls were placed on the side rail near the top of the table and two more near the foot. Mayer struck the outside upper ball, jabbing it against the one on the rail and imparting by the simple blow an "English" thatsent the curve out upon the parting left-hand "English" to one, and righ



green cloth and downward to the lower balls, upon which it carromed as illustrated in diagram 3. He pammed the four balls in a corner an instant later and struck a smart blow on top of the cue ball. This ball shot out nearly two feet, and, catching the reverse "English," abruptly whirled back again (diagram 4), and completed a double carrom on the three other balls. This is a fancy "push shot. Then he whirled the white balls with right and left "English" around a triangle (diagram 5), carroming neatly upon balls placed at the apex of the triangle. One of these eccentric carrons was executed with the left hand. This, Mayer says, is another cinch of his. He declared that Iank Adams can't do it. Ambidexterous skill was shown prettily also in an original snake-shot carrom, in which a double twist imparted surprising gyrations to the globes. The three object balls were placed in a line about a foot opart. Mayer picked up the cue ball, ited his wrist into a sort of knot by the twist that he gave the ivery, and sent it slowly on its travels. It sailed around the first ball to the left, took a new notion, and went to the right around the second, and then glided to the left again and carromed on a piece of chalk lying at the cushion opposite the third ball. Mayer re-

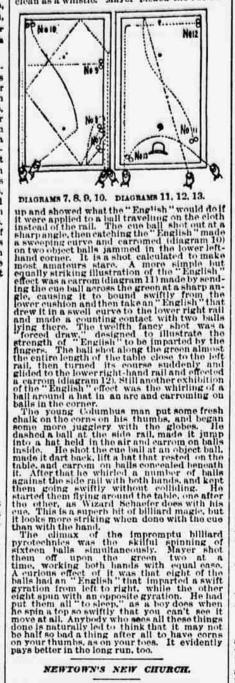


DIAGRAMS 3, 4, 5. DIAGRAM 6.

versed these gyrations when he tried it again. He used his right band instead of his left in the second shot. The prettiest sort of an effect is produced diagram 60 when these carroms are made with both hands at once, using eight balls instead of four.

Since the veteran French expert Rudolphe used to a maze billiard lovers by his trickery of whirling balls along the wooden rail of the table, players have been practising at this mysterious sort of rail legerdemain, and the young Columbus man with corns on his thumbs seems to have acquired a mastery at keeping the balls from sheeting off into space when he essays the experiment. It's a mighty difficult left of billiard magic to keep control of the ball anyhow, but he confines it in draws and in cushion shots in surprising style, as is shown in diagrams 7. 8, and b. In one shot the cue ball shoots about a foot up the rail, stops, changes its mind, drops on the table, and slowly and by pretty curves goes to the upper cushion and across to the side one and kisses the object balls there lovingly. The next shot was a startling variation of Rudolphe's long rai' shot. The Frenchman used to send a ball along the entire length of the table on the rail, then pull itonto the green with English" and make a carrom on two balls placed on the lower end rail. Mayer made the

ball sail along the rail and jump to the table as Budolphe did. Once there, though, the ball kept on trayelling. It went to the bottom rail, then to the left side rail, and scooted over to the top rail, and finally to the right rail and carromed (No. 8). Again it shot half way down the table on the rail and turning glided straight across the table and carromed on object balls nestling against the side rail. This shot was made as clean as a whistle. Mayer picked the one ball THE AMAZING THINGS THAT CAN BE



NEWTOWN'S NEW CHURCH.

Rev. John Goldsmith. Sixty-one thousand nine hundred and twenty

dollars and twenty-five cents was bequeathed

for the erection and partial maintenance of a

new Presbyterian church in Newtown village.

L. I., by John Goldsmith Payntor, who died re-

who was buried in the little cemetery back of

Mr. Payntor was born in the old Payntor homestead in Newtown on Sept. 23, 1822. The

Rev. Mr. Goldsmith was the pastor of the Pres-

byterian Church then, and the child was named for him. When 18 years old, Mr. Payn-

tor became a clerk in the clothing house of

Aaron J. Close of this city. Later he was made

a partner, and in 1862 he retired from busi-

ness with a small fortune. He married Miss

Mary Boone Ellis of Willsborough Point or

Lake Champlain. They lived at 944 Lexing-

ton avenue, this city, where he died. Mr. Payntor identified himself with the Madison

Avenue Reformed Presbyterian Church.

AS THE NEW CHURCH WILL LOOK.

(3)

the church in 1854.

"Oh! My Head Is Splitting!" No one could suffer worse than I did. I bought De reene's Nervura, and the very first bottle stopped the oreene's Nervira, and the very first bottle stopped the headaches, and I never had any trouble with my head since that time. After suffering for twenty years I was cured by Dr. Greene's Nervira. "MRS. MARY GREEN. "Basin st., Norristown, Pa."

Dr. Greene, the successful specialist in curing an forms of nervous and chronic diseases, 35 West Pour

shadows on the green, green graves that cluster around. The village was founded by Presbyterians and Congregationalists in 1852.

The first church was built in 1761 and the Rev. John Moore was the first minister. The building cost £40 sterling. A new ediffee was built in 1714, and the following year the society was admitted to the Philadelphia Presbytery. During the lievolutionary war this church was destroyed by the British. They sawed the steeple off at its base and tore down the building, using the timber to construct quarters for soldiers. The pulpit was converted into a hitching post. At the close of the war only five members et the church were left. In 1787 the corner stone of the present edifice was laid; the building was dedicated in 1701. An old bell which came from Holland more than a hundred years ago still hangs in the steeple, and will probably do duty in the tall spire of the new church when it is built.

MRS. SAM WILLETT'S JELLY CARR Why It Has Stirred Sangamon County, Illinois, to Its Depths,

at the Sangamen county, Ill., fair. There were red, white, and blue ribbons to be awarded for pigs and cows and corn and wheat and pumpkins and quilts and knit stockings. There was a \$500 plano It is to be Erected to the Memory of the for jelly cake, and for months before jelly cake had been the one absorbing subject of thought and speech among the good women of Sangamon county.

In Sangamon county, as in all rural countles. there are bread bakers and corn bread bakers and putters up of preserves and butter churners and milkers-each woman claiming excellence beyond approach in her own line. But when it comes to cakes—which are counted as an especial and grand luxury for Sundays, the days the preacher comes and the like—when it comes to cakes each woman claims that she can beat the world. Each has her own recipes, carefully guarded as to certain and fascinating ouches. And upon the cakes that result from these recipes-they call them receipts-each woman is willing to stand or full. It was, therefore, a wicked and seditious person who shied a plane into the ring for the cake bakers to wrestle for. What goes to confirm the un-favorable estimate of this person's character

rno manignance of this does not at first appear. "A jelly cask?" the women of Sangamon said, "Well, I gess I kin." And they set to work. The hot days of late August and early September were spent in beating eggs and sifting flour and measuring sugar and heating ovens and eacumulating red and poeling noses and cheeks. A \$500 "picanny" was not to be snifted at.

When the day of entry came, the people of Sangamon county saw such an array of jelly cake as the world has never looked upon. There had been no rules for cakes as to size, height, thickness of layers, frosting, or anything else. It was a go-as-you-please, catch-as-catch-can. Of course everybody knew the fundamental principles of jelly cake. They are the same the world over. But the "fixins an trimmins" are a matter of taste and judgment. And when the judges came they were amazed and confounded. Here were nearly official and sized up by looks. Each was a thing of beauty antial poy for exceptedly but a dysperfeit and the pudges sampled and smolled and clake. It had different they fixed upon one cake. It had different they fixed upon one cake. It was whiter and late from all the effects. They said: "Not even in child-lood's happy hours have we filched such cake from pantry shelf. This is the world beater, Mrs. Sam Willett of Springfield, you take the picanny."

Nearly 600 women were made furlous by this decision. Mrs. Sam willett had never been heard of in connection with cooking before. True, she had figured in certain church festivals and at Sunday school fairs as an occasional contributor. But who ever heard of her as a cake baker.

Some one said to her: "Mrs. Sam Willett, what's your receipt for jelly cakes?"

Mrs. Sam Willett was so pleased to pieces over her winning of the piano that she lot the cat out of the bag.

"Angel cake," says she.

"Angel cake," say she.

"Angel cake," sa

be all picked off to make it look uniform in the layers."

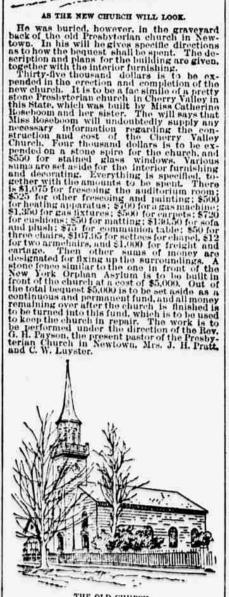
Another baker said: "I should think a jelly cake made of angel cake layers would be sickening. I shouldn't care to put such a thing into my mouth, not to speak of my stomaca. Angel cake is too rich and too sweet."

The legal adviser of the objecting women in Sangamon county telegraphed to Delmonloo for his opinion. He telegraphed back that it was not customary to make jelly cake after the Mrs. Sam Willett pattern, but that such a cake was certainly a jelly cake. And all the bakers yesterday agreed that this was the case.

"If it isn't a jelly cake, what the mischlef is it?"

If it isn't a jelly cake, what the mischlef is it?

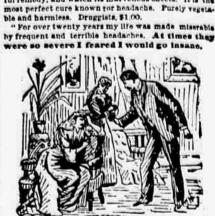
And it seems there is no law for jelly cakes that is arbitrary enough to bar Mrs. Sam Wilselft out. She was sharply a citic eneigh to ring in a new style of cake which was sure to attract attention in even that spendad monotony. And the indees gave her the prize, Everynely will try the Mrs. Sam Willett recipe. It is an open question whether it will be popular, it may become so. If it does, Mrs. Sam Willett wil be the proud inventor of a new and death attack upon the human stomach which, legioning its assault in early childhood, will after a few contests, week and rum it beyond all hepo of restoration. The long-established jelly cake is bad. Angel cake is worse. The two tegether can give nightcap cocktails, cards and spades, and best casy.



THE OLD CHURCH.

The other charitable bequests are \$5,000 to the Manhattan Girls' Working Society and \$5,000 to the Bethany Day Nursery. Mr. Payntor left he immediate relatives, and it is said his widow is interested in the work he laid out, and is desirous of having the provisions of the will faithfully performed.

The old church, which will soon have to make way for its successor, is a landmark in Newtown. It faces Hoffman Boulevard, and for more than a hundred years has cast its



NERVOUS AND SICK HEADACHE

How to Perfectly Cure Them. All forms of headache are of a nervous charact

and are caused by a weakness, trittation or disease of nerves of the head, and to cure such cases it is abso-lately necessary to use Dr. Greene's Nervora. Many

persons who suffer from headache have, by repeated failure to find relief, despaired of cure. To such wa would say, by all means secure a bottle of this wonder.

ful remedy, and watch its marvellous effects. It is the

teenth st., New York, can be consulted free, personally or by letter. Call or write him about your case or send ing your disease, giving advice, &c., will be returned free.

A week ago Saturday was premium day

is the kind of cake he chose for competition.
It was not a pound cake or a fruit cake or a nut cake or a sponge cake. It was a jelly cake. The malignance of this does not at first appear. "A jelly cake?" the women of Sanga-mon said, "Well, I gess I kin." And they set to work. The hot days of late August and